

**C. Collector Streets:** These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.

**D. Local Streets:** These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

## **U**RBAN AREA STREET SYSTEM

The long range program for improving the urban area street system is detailed below. This effort involves numerous projects and studies taking many years and costing millions of dollars to complete. Close planning and coordination among various Federal, State and local government agencies and departments will be needed. The planned future urban area street system is presented within the following elements:

- Federal and State Improvements
- South and East Beltway
- Antelope Valley Roadway Project
- “Two Plus Center Turn Lane” Program
- Additional Urban Area System Improvements
- Proposed Studies
- Highway 2 Corridor Preservation
- Right of Way Considerations

### **FEDERAL AND STATE IMPROVEMENTS**

During the planning period, improvements are planned for Interstate 80 and many of the existing Nebraska State Highways in Lincoln and Lancaster County. These improvements can generally be categorized as the widening of roadways or construction of interchanges. All of the projects listed below are considered to have funds committed to their construction during the planning period:

Interstate Hwy 80	6 lanes
US-34, East, 84 <sup>th</sup> Street to county line	4 lanes + turn lanes
US-34, West, city limits west to county line	4 lanes + turn lanes
US-6, West, city limits west to Emerald	4 lanes + turn lanes
US-6 (Sun Valley Blvd.), “O” Street to Cornhusker Hwy.	4 lanes + turn lanes
West “O” St., N.W. 48 <sup>th</sup> St. to N.W. 56 <sup>th</sup> St.	4 lanes + turn lanes
US-77 and West Capital Parkway Interchange	Interchange
US-77 and Warlick Blvd. Interchange	Interchange

The Interstate 80 project is part of the Nebraska Department of Roads’ intent to ultimately widen this facility to six lanes from Omaha on the east to Grand Island on the west. This widening will include reconstructing several interchanges and overpasses as the Interstate passes through Lancaster County. This project could also involve the relocation of certain interchanges and the possible elimination of existing overpasses.

The Nebraska Department of Roads is presently studying portions of State Highway 77 as it passes through Lincoln. This study will give consideration to upgrading the facility to freeway status from its present classification as an expressway. This upgrade would require eliminating existing at-grade intersections. These intersections could be replaced with interchanges, overpasses or underpasses, or the road connection could be eliminated all together and no crossing provided.

### **SOUTH AND EAST BELTWAYS**

The South and East Beltways are essential components of a regional transportation network. They will aid in moving car and truck traffic around and through congested urban areas, thus reducing travel delays and improving traffic

## **ADDITIONAL URBAN AREA SYSTEM IMPROVEMENTS**

In addition to those projects described above, numerous other streets and roadway projects are identified for construction or programming during the 25 year planning period.

These projects will generally be the responsibility of the City of Lincoln, although participation from other governmental entities will occur.

These include a wide range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding.

### **Committed Projects**

Fletcher Avenue, Cornhusker Hwy (US-6) to 84 <sup>th</sup> Street	2 lanes + turn lanes
N. 66 <sup>th</sup> St, "O" St to "Q" St, part of 'O' St. Project	4 lanes + turn lanes
South 84 <sup>th</sup> Street, Montello Rd. to Amber Hill Rd.	4 lanes + turn lanes
Pioneers Blvd., 70 <sup>th</sup> Street to 84 <sup>th</sup> Street	4 lanes + turn lanes
Old Cheney Road, 70 <sup>th</sup> St. to 84 <sup>th</sup> Street	4 lanes + turn lanes
Pine Lake Road, 40 <sup>th</sup> Street to Nebraska Hwy 2	4 lanes + turn lanes
Pine Lake Road, 84 <sup>th</sup> Street to 91 <sup>st</sup> St. to 98 <sup>th</sup> Street	4 lanes + turn lanes
South 91 <sup>st</sup> Street, Pine Lake Rd. to Nebraska Hwy 2	4 lanes + turn lanes
South 56 <sup>th</sup> Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
South 40 <sup>th</sup> Street, Pine Lake Rd. to Eagle Ridge Rd.	4 lanes + turn lanes
South 27 <sup>th</sup> Street, San Mateo Ln. to Yankee Hill Rd.	4 lanes + turn lanes
South 14 <sup>th</sup> Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
West Fletcher Ave., NW 12 <sup>th</sup> Street to NW 31 <sup>st</sup> Street	4 lanes + turn lanes
NW 27 <sup>th</sup> Street, West Fletcher Ave. to US-34 Interchange	2 lanes + turn lanes
North 10 <sup>th</sup> St., Sun Valley Blvd. To Military Rd.	4 lanes + turn lanes
Vine Street, 21 <sup>st</sup> Street to 26 <sup>th</sup> Street	4 lanes + turn lanes
Highway 77 and Capitol Parkway West	Interchange
"A" Street and 3 <sup>rd</sup> Street Overpass	Railroad Overpass
"O" Street, 3 <sup>rd</sup> Street to 9 <sup>th</sup> Street, Harris Overpass	Railroad Overpass
South 14 <sup>th</sup> St./Warlick Blvd./Old Cheney Road	Intersection

### **Proposed Projects**

North 84 <sup>th</sup> Street, US-6 to "O" Street	6 lanes + turn lanes
North 98 <sup>th</sup> Street, US-6 to Adams Street	2 lanes + turn lanes
Fletcher Ave., 84 <sup>th</sup> Street to East Beltway	2 lanes + turn lanes
Havelock Ave., 84 <sup>th</sup> Street to 98 <sup>th</sup> Street	2 lanes + turn lanes
Adams Street, 84 <sup>th</sup> Street to 98 <sup>th</sup> Street	4 lanes + turn lanes
Adams Street, 98 <sup>th</sup> Street to East Beltway	2 lanes + turn lanes
98 <sup>th</sup> Street, Adams Street to Pine Lake Road	4 lanes + turn lanes
112 <sup>th</sup> Street, Holdrege to Van Dorn Street	4 lanes + turn lanes
112 <sup>th</sup> Street, Van Dorn Street to Pioneer Blvd	2 lanes + turn lanes
120 <sup>th</sup> Street, "O" Street to Van Dorn Street	2 lanes + turn lanes
Holdrege Street, 84 <sup>th</sup> Street to 98 <sup>th</sup> Street	4 lanes + turn lanes
Holdrege Street, 98 <sup>th</sup> Street to 112 <sup>th</sup> Street	2 lanes + turn lanes
"O" Street, 72 <sup>nd</sup> Street to 98 <sup>th</sup> Street	6 lanes + turn lanes

"A" Street, 84 <sup>th</sup> Street to 112 <sup>th</sup> Street	4 lanes + turn lanes
"A" Street, 112 <sup>th</sup> Street to 120 <sup>th</sup> Street	2 lanes + turn lanes
Normal Blvd., 56 <sup>th</sup> Street to Van Dorn Street	4 lanes + turn lanes
Van Dorn Street, Normal Blvd. to 80 <sup>th</sup> Street	4 lanes + turn lanes
Van Dorn Street, 84 <sup>th</sup> Street to 112 <sup>th</sup> Street	4 lanes + turn lanes
Van Dorn Street, 112 <sup>th</sup> Street to 120 <sup>th</sup> Street	2 lanes + turn lanes
Pioneers Blvd., 84 <sup>th</sup> Street to 112 <sup>th</sup> Street	4 lanes + turn lanes
Pioneers Blvd., 112 <sup>th</sup> Street to East Beltway	2 lanes + turn lanes
Old Cheney Road, 84 <sup>th</sup> Street to 98 <sup>th</sup> Street	4 lanes + turn lanes
Pine Lake Road, 98 <sup>th</sup> Street to East Beltway	2 lanes + turn lanes
Yankee Hill Road, South 14 <sup>th</sup> Street to Nebraska Hwy 2	4 lanes + turn lanes
South 84 <sup>th</sup> Street, Amber Hill Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 84 <sup>th</sup> Street, Yankee Hill Rd. to South Beltway	2 lanes + turn lanes
South 70 <sup>th</sup> Street, Pine Lake Rd. to South Beltway	4 lanes + turn lanes
South 56 <sup>th</sup> Street, Pine Lake Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 56 <sup>th</sup> Street, Yankee Hill Rd. to Saltillo Rd.	2 lanes + turn lanes
South 40 <sup>th</sup> Street, San Metro Lane to Saltillo Rd.	4 lanes + turn lanes
South 27 <sup>th</sup> Street, Yankee Hill Rd. to South Beltway	4 lanes + turn lanes
Rokeby Hill Road, 27 <sup>th</sup> Street to 40 <sup>th</sup> Street	4 lanes + turn lanes
Rokeby Hill Road, 40 <sup>th</sup> Street to 84 <sup>th</sup> Street	2 lanes + turn lanes
Saltillo Road, 70 <sup>th</sup> Street to 84 <sup>th</sup> Street	2 lanes + turn lanes
Saltillo Road, 27 <sup>th</sup> Street to 70 <sup>th</sup> Street	4 lanes + turn lanes
Saltillo Road, US-77 to 27 <sup>th</sup> Street	2 lanes + turn lanes
Yankee Hill Road, 1 <sup>st</sup> Street to SW 12 <sup>th</sup> Street	2 lanes + turn lanes
South 14 <sup>th</sup> Street, Garrett Ln., to Yankee Hill Road	4 lanes + turn lanes
South 1 <sup>st</sup> Street, West Denton Rd. to Yankee Hill Rd.	2 lanes + turn lanes
West Denton Road, US-77 to Coddington Rd.	4 lanes + turn lanes
Coddington Road, US-77 to West Denton Rd.	4 lanes + turn lanes
SW 12 <sup>th</sup> Street, Yankee Hill Rd. to Pioneers Blvd.	2 lanes + turn lanes
Folsom Road, Pioneers Blvd. to West Denton Rd.	4 lanes + turn lanes
Old Cheney Road, SW 12 <sup>th</sup> Street to Coddington Rd.	2 lanes + turn lanes
Old Cheney Road, Highway 77 to S.W. 12 <sup>th</sup> St.	2 lanes + turn lanes
West Pioneer Blvd., US-77 to Coddington Rd.	2 lanes + turn lanes
Folsom Road, Van Dorn Street to Pioneers Blvd.	2 lanes + turn lanes
West Van Dorn, Coddington Ave to SW 40 <sup>th</sup> St.	2 lanes + turn lanes
West Van Dorn, US-77 to Coddington Ave.	4 lanes + turn lanes
Nebraska Hwy 2, Van Dorn Street to 40 <sup>th</sup> Street	6 lanes + turn lanes
SW 40 <sup>th</sup> Street, Van Dorn Street to "O" Street	4 lanes /Overpass
West "A" Street, SW 40 <sup>th</sup> Street to Coddington Rd.	2 lanes + turn lanes
Hobson Yard Overpass, "O" St to W. Capital Pkwy	4 lanes/Overpass
NW 48 <sup>th</sup> Street, West "O" Street to US-34	4 lanes + turn lanes
NW 56 <sup>th</sup> Street, West "O" Street to West Adams Street	2 lanes + turn lanes
West Adams Street, NW 70 <sup>th</sup> Street to NW 38 <sup>th</sup> Street	2 lanes + turn lanes
North 1 <sup>st</sup> Street, Cornhusker Hwy to Superior Street	4 lanes + turn lanes
North 14 <sup>th</sup> Street, Superior Street. to Alvo Rd.	4 lanes + turn lanes
North 48 <sup>th</sup> Street, Holdrege Street to Leighton Ave.	4 lanes + turn lanes
North 48 <sup>th</sup> Street, Fremont Street to Doris Bair Rd.	4 lanes + turn lanes
NW 12 <sup>th</sup> Street, Highlands Blvd. to Alvo Rd.	4 lanes + turn lanes
Fletcher Ave., N. 14 <sup>th</sup> St. to N. 27 <sup>th</sup> St.	4 lanes + turn lanes
West Fletcher Ave., N.W. 27 <sup>th</sup> St. to N.W. 31 <sup>st</sup> St.	2 lanes + turn lanes



Alvo Road, NW 27 <sup>th</sup> Street to NW 12 <sup>th</sup> Street	2 lanes + turn lanes
Alvo Road, NW 12 <sup>th</sup> Street to Arbor Rd.	4 lanes + turn lanes
North 1 <sup>st</sup> Street, US-34 to Alvo Rd.	4 lanes + turn lanes
Humphrey Ave., N. 1 <sup>st</sup> St to N. 14 <sup>th</sup> St	2 lanes + turn lanes
Pennsylvania, N 1st to N 14th Street	2 lanes + turn lanes
Arbor Rd., Alvo Rd. to North 84 <sup>th</sup> Street	4 lanes + turn lanes
North 70 <sup>th</sup> Street, US-6 to Arbor Rd.	4 lanes + turn lanes
North 84 <sup>th</sup> Street, Arbor Rd. to US-6	4 lanes + turn lanes
US-34 and NW 12 <sup>th</sup> Street Overpass	Overpass
Cornhusker Hwy and North 14 <sup>th</sup> Street Interchange	Interchange
NW 70 <sup>th</sup> Street, W Adams to W Superior	2 lanes + turn lanes
Huskerville Link: West Superior, NW 70 <sup>th</sup> to West Cuming to NW 38 <sup>th</sup> Street	2 lanes + turn lanes
NW 40 <sup>th</sup> Street and Interstate 80 Grade Separation	Grade Separation
NW 40 <sup>th</sup> Street, West "O" Street to West Adams	2 lanes + turn lanes
NW 38 <sup>th</sup> Street, West Cuming to West Webster to NW 31 <sup>st</sup> Street to US Highway 34	2 lanes + turn lanes
West Holdrege, NW 56 <sup>th</sup> to NW 48 <sup>th</sup> Street	2 lanes + turn lanes

## PROPOSED STUDIES

The following areas are designated for study to determine if any facility improvements or road closings will be planned for these locations:

- Old Cheney Rd. and US-77: Overpass/Interchange Study
- US-77 and Pioneers Blvd.: Overpass/Interchange Study
- Wild Rose Lane Study
- North 44<sup>th</sup> at BNSFRR Closure
- Community-Wide Mobility Review of those groups whose transportation and mobility needs are not being met today. Early in the planning effort, groups comprising this portion of Lincoln and Lancaster County's population should be identified, including unique transportation and mobility characteristics. The study should consider at a minimum alternative approaches for providing transportation services to these groups, level of service characteristics and funding options. The study is to be completed within approximately two years from the adoption of this Plan.
- Beltways and Fringe Arterials - Explore options for promoting the maximum utilization by local traffic of the west, south, and east beltways, Interstate 80, and major urban fringe arterials in order to minimize the impact of future traffic growth on existing interior roadways.
- There should be a community-wide review identifying near- and long-term multi-modal transportation and mobility opportunities for Lincoln and Lancaster County. The study should consider alternative approaches to providing personal transportation services, possible characteristics of service levels, and funding options best serving our community objectives. The study should be completed within approximately two years of the adoption of this Plan.
- North 84<sup>th</sup> Street and Cornhusker Highway Study
- Highway 2 Corridor Study from 9<sup>th</sup> Street to 66<sup>th</sup> Street
- 98<sup>th</sup> Street and Highway 2 Area Study
- A study that encompasses the general area bounded by NW 48<sup>th</sup> Street and NW 27<sup>th</sup> Street, West Webster to US Highway 34. The study is to include north/south and east/west roadway needs and alignments, including the West Fletcher corridor and US Highway 34 access considerations.

## NEBRASKA HIGHWAY 2 CORRIDOR PRESERVATION

Nebraska Highway 2 is a major existing link on the urban street network. This diagonal roadway carries significant traffic volumes today and is projected to remain as the busiest thoroughfare along the city's southern tier.

As an existing State Highway, the public right-of-way along this corridor as it runs through Lincoln varies widely — from roughly 150 feet in width, up to nearly 350 feet. The Long Range Transportation Plan calls for widening Nebraska Highway 2 from four to six through lanes for an area from approximately Van Dorn Street on the west, through the intersection of South 56<sup>th</sup> /Old Cheney Road on the east.

Though no projects are shown in the Plan for the area, the existing corridor along Nebraska Highway 2 from about South 56<sup>th</sup> /Old Cheney Road to, and through, the location of the future South and East Beltway interchange on Highway 2 should be protected and preserved. The roadway within the corridor could be further improved or the corridor could serve as a multi-modal or multi-use area in the future.

Corridor preservation should include retention of all property within the State's present right of way area, denial of any additional access points to the roadway, elimination of existing access points should such opportunities arise, and the acquisition of additional right of way should it become available.

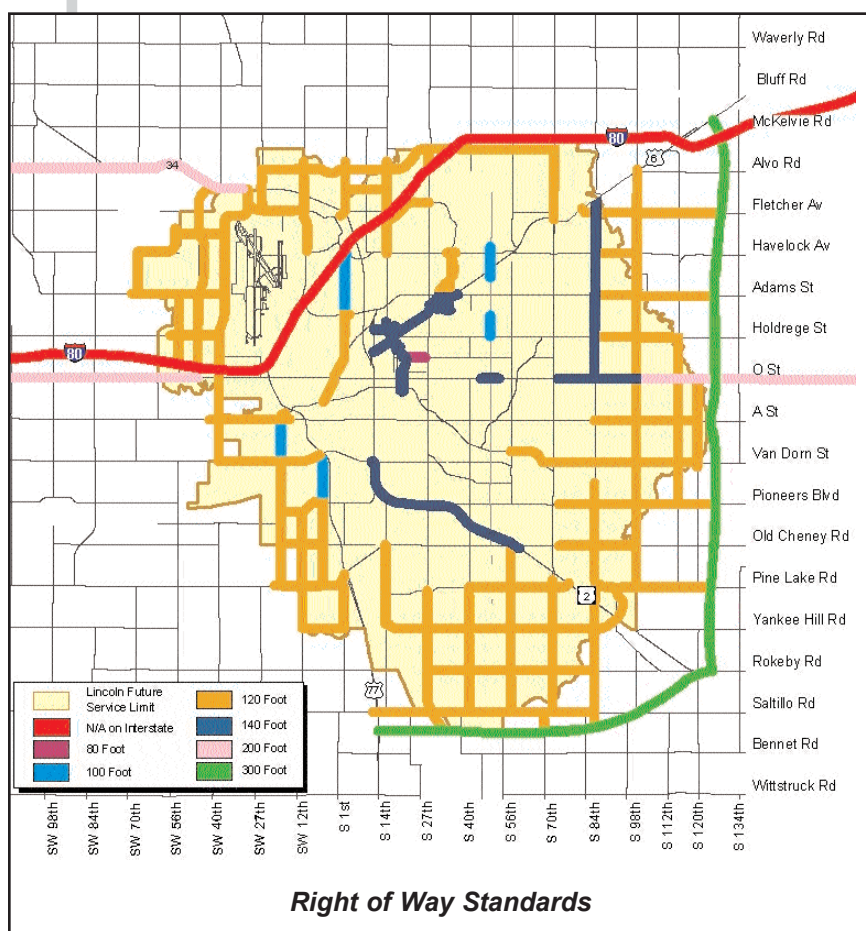
Serious conflicts currently exist between local commuter traffic and highway truck traffic. The South Beltway, when completed, will become the official truck route instead of Highway 2. This will present the opportunity to shift “through” highway truck traffic off Highway 2. When the South Beltway is opened, policies should be implemented

to deter through truck traffic, preserve the right-of-way corridor, and facilitate local traffic use on Highway 2.

## RIGHT-OF-WAY CONSIDERATIONS

Right-of-Way (ROW) widths for projects on the Year 2025 Street and Highway Improvements Plan are displayed on the Right-of-Way Standards Map. For existing and future arterial street projects appearing on this map, the right-of-way is generally 120 ft. in width for “2 Lanes + Center Turn Lane” (2+1) and “4 Lanes + Center Turn Lane” (4+1) projects, and 140 ft. in width for “6 Lanes + Center Turn Lane” (6+1) projects.

Projects occurring at the intersection of two arterial streets will warrant the further dedication of public right-of-way up to 130 ft. in width for the “2+1 at 120 ft. of ROW” and “4+1 at 120 ft. of ROW” projects, and 150 ft. in width for the “6+1 at 140 ft. of ROW” projects, for a distance extending two blocks from the centerline (approximately 700 ft.) of the intersection. The length of the inter-



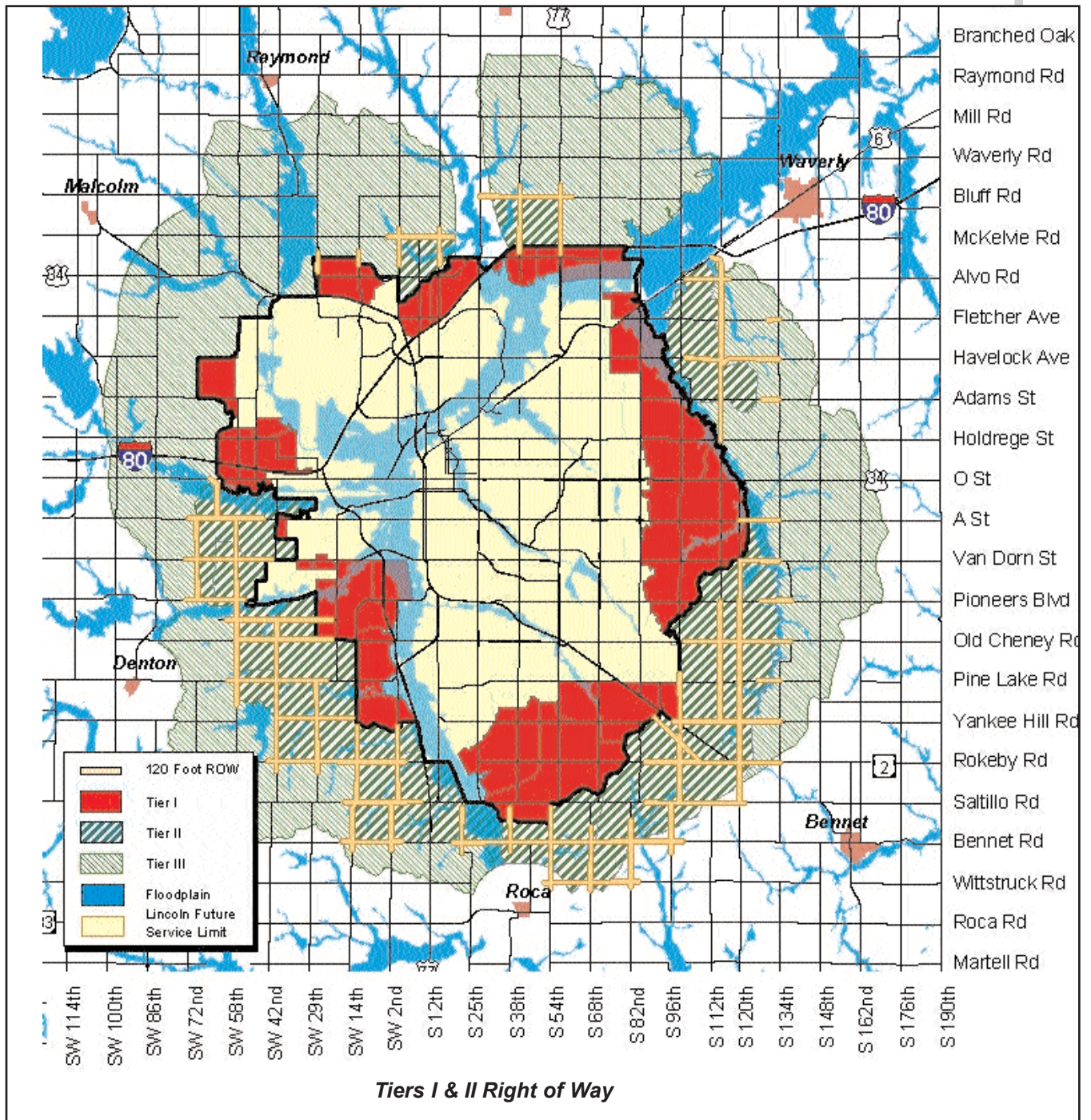
section improvement should consider the existing and proposed land uses in the general area, traffic studies, and other pertinent information. Signalized intersections occurring along an arterial but not crossing another arterial may also fall under these ROW standards. The standard applies when land uses or other factors demonstrate the need for a wider right-of-way at the location.

Within Lincoln's future growth Tiers I and II, a public right-of-way (ROW) width of 120 ft. for any potential future



arterial street is considered the desired standard for this Plan. This is assumed to include — but is not necessarily limited to — existing section and half-section line roads in these future growth Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this desired standard.

There are instances — mostly but not always in newer areas — where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway then the corridor should be expanded by six addition-



al feet on the side where the trail will be located. The additional right-of-way should be obtained in advance of development.

Within the older established areas of the city, 66 foot rights-of-way are typical. This is normally adequate for a two lane or a two plus center turn lane street design, which is typically 33 feet wide (back of curb to back of curb). Where impacts from even minor widening would be significant, 31 feet (back of curb to back of curb) is an acceptable width.

## COUNTY RURAL ROAD SYSTEM

Improvements to the rural road system will occur throughout the county. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.

The future County Paved Road Network is subject to extreme impacts from the more dense development (close to the City) to those roads experiencing slow to moderate growth (generally outside the three mile limit). These impacts and the resulting improvements vary from simply grading and graveling a road to a 4-lane facility.

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary.

The first level of traffic volume is in the range of 300 vehicles per day. At this level, the County acquires a minimum of 100 feet of right of way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement, which would be pavement, provided the traffic counts continue to increase to the second level.

The acquisition of the wider right-of-way will also preserve the future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility.

The County Road Plan indicates some “road widenings” for those existing two lane paved roads that are no longer adequate for today’s traffic volumes. The County’s road improvement plan also includes new railroad viaducts planned near Hickman and Firth to address increasing competition at rail crossings from both rail and vehicular traffic. New roadway openings included in this Plan provide for continuity in the road system and better serve the adjacent areas. These segments include:

- 98<sup>th</sup> Street, A Street to “O” Street
- 98<sup>th</sup> Street, “O” Street to Holdrege Street
- 98<sup>th</sup> Street, Adams Street to Fremont Street
- 112<sup>th</sup> Street, Pine Lake Road to Yankee Hill Road

This brief explanation of County road improvements and the different levels of traffic volumes that trigger those improvements is an attempt to show that, generally, there exists a fairly orderly approach to project planning, programming and completion of the appropriate improvement.



# PARKS, RECREATION & OPEN SPACE

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*The city and county have been favored with a long and distinguished legacy of parks, recreational facilities, and open space. The earliest planners and policy makers recognized the strength conferred upon a community possessing an abundant, quality system of parks and open spaces, along with the support facilities to enjoy them. Built upon Nebraska's landscape and local community traditions, the city and county have inherited a treasured trove of emerald jewels and other riches for present and future generations to savor and cherish.*

*This section examines the Comprehensive Plan principles that will help guide the further enhancement of the community's parks, recreation, and open space. Specific strategies are discussed regarding community parks, neighborhood parks, community and recreation centers, swimming pools, an ice arena, open space and greenway linkages, and the urban forest.*

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## GUIDING PRINCIPLES

In addition to the ideals embodied in the Comprehensive Plan's Vision, guiding principles intended to help direct the contributions made to the community by its parks, recreational facilities, and open space are as follows:

- It is recognized that parks and open space enhance the quality of life of the community's residents and are central to the community's economic development strategy (i.e., the community's ability to attract and retain viable business and industry is directly linked to quality of life issues).
- Signature landscapes are defined as those areas and natural features that are unique to Lincoln and Lancaster County, and residents and visitors therefore directly associate these areas and features with the identity of the community. Acquisition and development of parks and open space areas should conserve and enhance these areas and features.
- It is important that the community continue to acquire parkland and conserve open space areas commensurate with expanding development and population growth. The responsibilities for acquisition and development of parkland, and conservation of open space must be shared among many cooperating partner agencies and organizations.



# REGIONAL PARKS

## DESCRIPTION

Regional parks are large tracts of land that encompass special or unique facilities and features that are of interest to the diverse groups throughout the community. Sites offer opportunities for a variety of activities, a portion of which are generally centered around natural or environmental features. There is generally an emphasis on preserving natural landscape features as an important element of park design. Regional parks primarily provide opportunities for day use activities that may include picnicking, hiking, sports, fishing, canoeing and boating, and environmental interpretation and appreciation. Fields and courts for organized sports activities may be secondary uses.

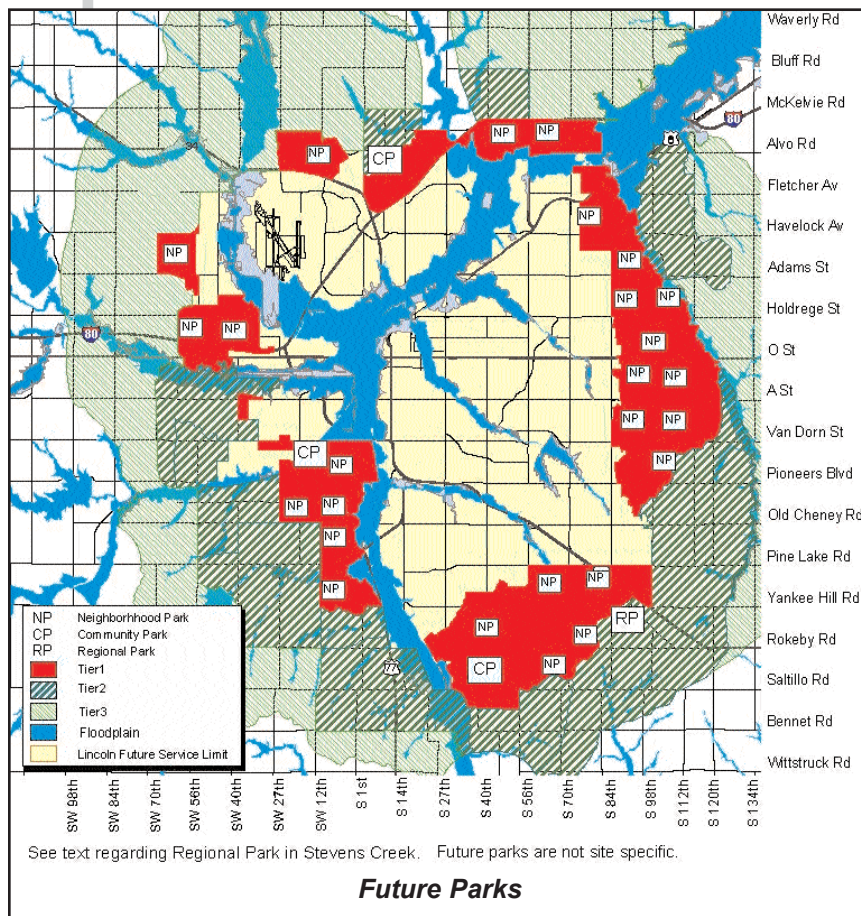
## SERVICE AREA

Regional parks provide recreation opportunities of interest to diverse groups throughout the community, and may attract visitors from outside the immediate area.

## OTHER LOCATION AND DESIGN CRITERIA

Jensen Park, located southeast of Yankee Hill Road and South 84th Street was acquired with the intent of development as a regional park facility in the future. In addition, acquisition of a new regional park site in the eastern portion of the Stevens Creek Basin is anticipated. Acquisition and development of additional regional parks within the

future urban area associated with Lincoln during the 25 year planning horizon is not anticipated. Rather it is anticipated that the City will work with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resources District (NRD) to provide recreation facilities around the Salt Valley Lakes and other natural resource sites. Ultimately public park areas around the Salt Valley Lakes may gradually transition from management by the Game and Parks Commission to management by the City as the surrounding area urbanizes. Similarly, some sites presently managed by the Lower Platte South NRD may transition to management by the City as the surrounding area urbanizes. Efforts should be made over time to provide trail access to the Salt Valley Lakes and other natural resource sites via connections to the Salt Valley Heritage Greenway and associated tributary stream corridors.



# EDUCATION

*Quality education is vital to the future of the community as a whole and for each individual. With city and county growth, though, comes the need for additional educational facilities. School districts currently face significant financial challenges in maintaining existing sites, providing for new facilities, and continuing their core goal of providing high quality educational services. Public and private colleges and universities also have similar struggles, as they look for ways to improve their facilities and campuses.*

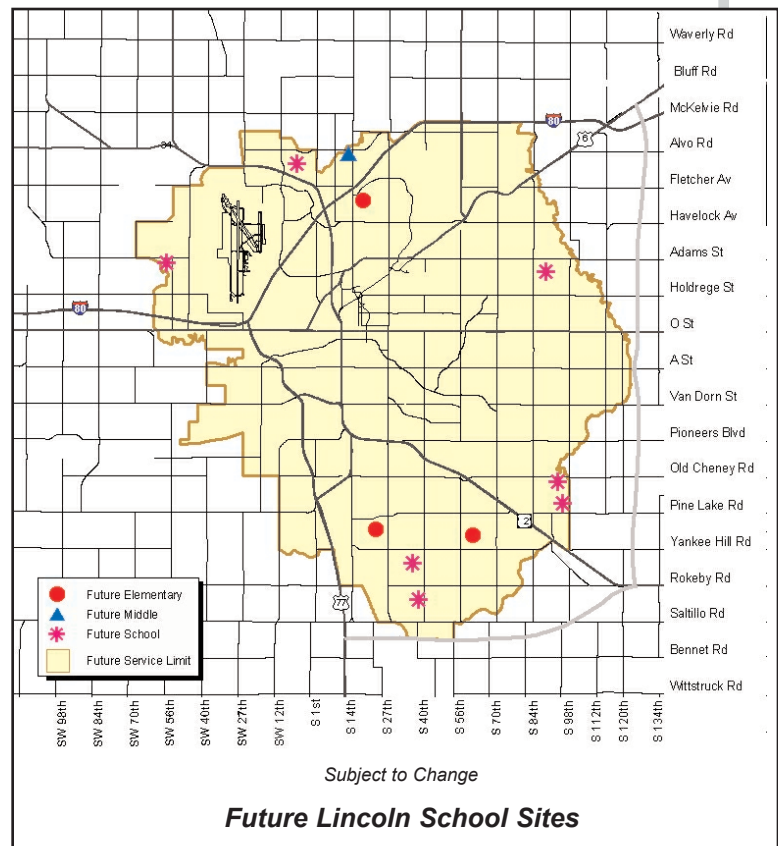
*This section looks at the future educational facilities throughout the city and county, including primary and secondary education services, community colleges and trade schools, colleges and universities. It also addresses a series of principles and strategies to be pursued in meeting the community's future educational needs.*

## L INCOLN PUBLIC SCHOOLS

The Lincoln Public Schools (LPS) has opened two new high schools; Lincoln Southwest, at South 14<sup>th</sup> Street and Pine Lake Road, in the fall of 2002, and Lincoln North Star, near North 33<sup>rd</sup> and Folkways Boulevard, in the fall of 2003.

LPS currently owns property for potential school sites that was acquired to support the future development shown in the City-County 1994 Comprehensive Plan. In addition, LPS owns 3 other sites between 84<sup>th</sup> and 98<sup>th</sup> Streets in the Stevens Creek drainage basin. Staff from LPS and City departments continue to work together to identify potential schools sites that meet the needs of the present Plan.

Lincoln Public Schools has made a substantial investment in renovating and improving existing schools throughout the Lincoln area. Between 1987 and June, 2000, LPS spent over \$64 million on improvements to 25 older elementary and middle





schools (source: LPS letter, June 2000).

In May 2003 LPS completed a 10 year master plan to address the space needs for renovation and new construction of facilities within the district. The generalized location of future school sites is shown in the “Future Lincoln School Sites” figure. LPS will use the Master Plan as a guide as it annually develops renovation and construction plans. The LPS Master Plan is adopted as an approved component of the Comprehensive Plan and will provide direction for future actions and serve as the basis for facilities planning and improvements.

Numerous schools that were 50 or more years old have received new additions such as library/media centers, gymnasiums, or classrooms. LPS has also been actively removing asbestos and making improvements during renovations such as updating heating and cooling systems. This commitment to maintaining older schools is critical to maintaining the vitality of the surrounding neighborhoods. Schools continue to serve as the heart of many older neighborhoods.

In the past few years, LPS has faced significant financial challenges in funding the operation of existing schools. As the community grows, new elementary, secondary, and high schools will be needed during the planning period. Funding for new schools will be necessary in order to avoid overcrowding existing schools. Several elementary schools built within the past ten years are already at their capacity. With current legislative limits placed upon the building and site fund, the only alternative for funding is voter approved bonds.

## **R**URAL SCHOOL DISTRICTS

There are many challenges facing the 12 public school districts serving residents of Lancaster County.

All face financial hurdles in their ability to serve their students. Several school districts, most notably Rokeby, Cheney, and Waverly School districts will also be impacted by expansion of the Lincoln city limits.

In particular, the small districts of Rokeby and Cheney to the south of Lincoln will be impacted by growth in the next 25 years (Tier I) and it is ultimately shown that their elementary school buildings themselves will be inside the city limits sometime after the first tier of urbanization. The City, LPS and each school district impacted will need to coordinate efforts in the future.

Rural school districts also need to plan to accommodate areas designated for acreage residential development. Acreage residential areas provide additional tax revenue, but also the need for more financial resources in order to provide additional transportation services and educational facilities. Grouping acreage residential areas into predesignated areas allows for rural school districts to be able to plan for adequate transportation and educational services in advance of development.

## **P**PRIVATE AND PAROCHIAL SCHOOLS

The Catholic Diocese has several sites for potential future schools, including schools near 33<sup>rd</sup> and Yankee Hill Road and 98<sup>th</sup> and Old Cheney Road. Additional private and parochial schools are also anticipated during the planning period.

While these public and private institutions are governed separately from the Lincoln City Council and Lancaster County Board, there are significant opportunities to work together toward common and mutually beneficial goals.

sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area.

The character of existing residential areas should be respected as much as possible during the annexation process. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.



Each town in Lancaster County will have their own procedures for annexation.

## ON-GOING COMPREHENSIVE PLAN ACTIVITIES

While the Comprehensive Plan may have received formal approval, certain long-range planning tasks remain to be completed or continued as part of the Plan's implementation. These include:

**Interagency Cooperation and Coordination** – Broad involvement of numerous public agencies and departments were used in the Plan's formulation. The cooperation and coordination of efforts with these groups needs to remain in place during the Plan's implementation.

**Joint Planning Commission and Planning Department** – The City and County created a joint City-County Planning Commission and a single City-County Planning Department more than fifty years ago. This structure has served the community well over this period. It is intended that this structure remain in place as a means for furthering the implementation of the Plan.

**City-County Common** – The City Council, County Board, and Lincoln Mayor hold a joint meeting each month to discuss issues of common concern to them. This group is known as the City-County Common. The Common provides a regular opportunity for the elected officials to discuss planning issues of joint interest to them.

**MPO Officials Committee and Technical Committee** – Through the Metropolitan Planning Organization structure, the Officials and the Technical Committees lend additional policy and technical oversight to the process. These standing groups meet on an ad hoc basis to review, discuss, and approve matters relating to

the area-wide transportation planning process. This includes the annual MPO Work Program, Transportation Improvement Program (TIP), Annual Certification, Long Range Transportation Plan (LRTP) and other related studies and programs.

**Subarea Planning** – The Comprehensive Plan provides broad guidance for achieving the community’s stated Vision. Putting details to the Plan takes additional effort. One means of doing this is through the preparation of subarea plans. Subarea plans offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards. Many of these subarea plans are prepared by the City-County Planning Department, while some are prepared by other agencies and departments. Subarea plans from the previous (1994) Comprehensive Plan carried over as part of this Comprehensive Plan include:

- North 27<sup>th</sup> Street Corridor Plan, RDG Crose Gardner Shukert, April 1997.
- Antelope Valley Major Investment Study: Amended Draft Single Package, City of Lincoln; May 1998, Updated November 1998.
- Investment Strategy for a Competitive Downtown, Leland Consulting Group; 1999.
- Wilderness Park Subarea Plan; February, 2000
- Stonebridge Creek Development Area at 14<sup>th</sup> to 27<sup>th</sup>, north of the Interstate; March 27, 2000.
- Greater Arnold Heights Area Neighborhood Plan; September, 2000.
- Southeast Lincoln/Highway 2 Subarea Plan; March 26, 2001.
- City-County Solid Waste Management Plan, Public Works and Utilities Department and Lincoln Lancaster County Health Department; September, 1994.
- Ground Water Management Plan, Lower Platte South Natural Resources District; April, 1995.
- Consolidated Plan for HUD Entitlement Programs; FY 2000 Urban Development; • Lincoln Water System Facilities Master Plan, Public Works and Utilities Department; April 2003.
- Lincoln Wastewater Facilities Plan, Public Works and Utilities Department; March 2003.
- Stevens Creek Watershed Study and Flood Management Plan, Lower Platte South Natural Resources District; March 1998.
- Beal Slough Stormwater Master Plan, Olsson Associates & Wright Water Engineers; May 2000.
- Southeast Upper Salt Creek Watershed Master Plan, 2003.
- Lincoln Public Schools Comprehensive District Master Plan; May 2003
- North 48<sup>th</sup> Street/University Place Plan: Neighborhood Revitalization & Transportation Analysis, 2004
- Lincoln Airport F.A.R. Part 150 Noise Compatibility Study, 2003
- Airport West Subarea Plan, 2004

As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability and relevance of those subareas plans to the Comprehensive Plan and the long range planning process.

As part of the first Annual Review Status Report of this Plan, some of the older studies that are not included as part of this Plan but for which updating consideration might be given include: 1989 Lincoln Area Trails Master Plan (w/1992 Supplement entitled State of the Trails Report); 1992 Mo-Pac East Recreational Trail Master Plan; 1987 Woods Park Neighborhood Plan; 1990 Downtown Housing Plan with 1994 Update; and, 1996 Downtown 2001: Heart of the City Plan.

**Human Services Planning** - Explore points of common concern and emphasis between the long range land use Comprehensive Plan and the community’s long range health and human services Community Services Implementation Plan (CSIP). Enhancing the coordination of these two endeavors should be initiated and completed within two years from the adoption of the Comprehensive Plan.